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SECRETARY OF THE AIR FORCE

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2SAILPLANE, VOLUME 1

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Flying Operations

SAILPLANE AIRCREW TRAINING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 11-2, Aircraft Rules and Procedures, and AFI 11-202, Volume 1, *Aircrew Training*. It establishes the minimum Air Force standards for training and qualifying personnel performing duties in Air Force sailplanes, including the TG-15, TG-16, and any other sailplane acquired to conduct Air Force-approved sailplane flying programs. This instruction does not apply to the Air National Guard. With the exception of the associate instructor pilot (IP) program, this publication does not apply to the Air Force Reserve Command. Requests for waivers must be submitted through the chain of command to the appropriate Tier waiver approval authority, and filed in accordance with AFI 33-360. According to AFI 11-200, major commands (MAJCOM) will coordinate proposed MAJCOM- level supplements to this volume through AETC/A3V to USAF/A3O prior to publication. (T-1). After being approved and published, MAJCOMs will send copies of MAJCOM level supplements to USAF/A3OI, AETC/A3V, and the user-MAJCOM office of primary responsibility (OPR). Field units below MAJCOM level will coordinate copies of their supplements with their parent MAJCOM OPR prior to publication. (T-1). See paragraph 1.1 of this volume for guidance on submitting comments and suggesting improvements to this publication. Attachment 1 contains a glossary of the references and supporting information used in this publication. This publication requires the collection and (or) maintenance of information protected by the Privacy Act of 1974. System of records notice F011 AF XO A, Aviation Resource Management System (ARMS), applies, and is available on line at **http://www.defenselink.mil/privacy/notices/usaf**/. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance

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SUMMARY OF CHANGES

This revision implements Tier waiver authorities IAW AFI 33-360 and contains administrative updates for the OPR change, office symbols, TG-16A, and references.

Chapter 1

GENERAL GUIDANCE

1.1. Recommended Changes:

1.1.1. Submit suggested improvements to this publication on AF Form 847, Recommendation for Change of Publication, to the parent MAJCOM through standardization and evaluation (stan/eval) channels. Parent MAJCOMs will forward approved recommendations to AETC/A3V.

1.1.2. USAF/A3O is approval authority for changes or revisions to this instruction.

1.2. Responsibilities:

1.2.1. HQ AETC/A3 personnel will:

1.2.1.1. Host periodic conferences to review ground and flying training requirements and programs for applicable units. Conference participants will include the OPR (HQ AETC/A3V) and applicable MAJCOM representatives.

1.2.1.2. Process all change requests.

1.2.1.3. Determine training requirements.

1.2.1.4. Review subordinate unit supplements and training programs annually.

1.2.2. Wings and groups will:

1.2.2.1. Help subordinate units manage training programs, ensure programs meet unit needs, and provide necessary staff support. (T-2).

1.2.2.2. Develop programs to ensure training objectives are met. (T-2).

1.2.2.3. Forward copies of unit training programs that expand on the minimum guidelines of this instruction and subsequent changes to the appropriate MAJCOM for review. (T-2).

1.2.2.4. Review programs and supplements annually. (T-2).

1.2.2.5. Identify training shortfalls through appropriate channels. (T-2).

1.2.3. Squadron commanders will:

1.2.3.1. Ensure adequate continuity and supervision of individual training needs, experience, and proficiencies of assigned and attached aircrew. (T-2).

1.2.3.2. Ensure review of training and evaluation records of newly assigned aircrew members and those completing formal training to determine the training required for them to achieve qualification and to ensure provisions of this instruction have been met. (T-2).

1.2.3.3. Brief new instructors on their instructor responsibilities prior to accomplishing student training. (T-2).

1.2.3.4. Certify trained and qualified individuals to mission ready (MR), instructor pilot (IP) status. (T-2).

1.2.3.5. Publish a roster of pilot qualifications and certifications monthly (paragraph 1.11). (T-2). Ensure aircrew members only participate in sorties, events, and tasks for which they are adequately prepared, trained, and current.

1.2.3.6. Report end-of-cycle training deficiencies through the operations group (OG) to AETC/A3FP. (T-2).

1.2.3.7. Identify the levels of supervision required to accomplish the required training, unless specifically directed elsewhere. (T-2).

1.2.3.8. Help the wing and group develop unit training programs. (T-2).

1.2.4. Supervisors at all levels are responsible for monitoring the progress of aircrew training to ensure timely progression through appropriate training phases and to identify areas for which additional training is needed. (T-2).

1.2.5. Individual aircrew members will:

1.2.5.1. Hand-carry all available training records to assist the gaining unit in assessing qualifications and training requirements.

1.2.5.2. Be responsible for completion of training requirements and currencies within the guidelines of this instruction.

1.2.5.3. Ensure they participate only in ground and flying activities for which they are qualified, current, and prepared.

1.3. Phases of Training:

1.3.1. Initial Qualification Training (IQT). This training is necessary to qualify aircrew for duties in a sailplane. See Chapter 2 for IQT program requirements.

1.3.2. Mission Qualification Training (MQT). This training is necessary to qualify aircrew for the unit's mission or local area requirements. This training may be incorporated in MAJCOM-approved IQT syllabi. See Chapter 3 for MQT program requirements.

1.3.3. Continuation Training (CT). This training is necessary for qualified aircrew to maintain their level of proficiency, increase flight certifications, and develop as instructors. It provides minimum ground and flight training requirements. See Chapter 4 for CT program requirements. Squadron commanders certify pilots as experienced or inexperienced in accordance with the definitions in Attachment 1.

1.3.4. Specialized Training. This training is necessary to carry out the unit's assigned missions but is not required of every crewmember. Examples of specialized training include, but are not limited to, spin IP, functional check flight (FCF) pilot, etc. Individuals recognized by the unit will accomplish appropriate formal course training to qualify personnel in these specialized areas, or comply with locally developed syllabi and squadron-developed training programs. See Chapter 5 for specialized training program requirements.

1.4. Training Concepts and Policies:

1.4.1. Commanders will ensure training programs are designed to achieve the highest degree of qualification consistent with flight safety and resource availability. (T-2).

1.4.2. Units will normally train every assigned or attached pilot to MR status. (T-2). The OG commander may approve training for individual pilots to basic aircraft qualified (BAQ) if there is minimal impact to the mission and adequate resources are available to support required nonmission sortie and event requirements. Document this authorization in the individual's training folder. (T-2).

1.4.3. Night and night vision goggle training are not authorized.

1.4.4. Instrument flight rules training is not authorized.

1.5. Training Records and Reports. Units will:

1.5.1. Maintain aircrew records for individual training and evaluations according to AFI 11-202, Volume 1; AFI 11-202, Volume 2, *Aircrew Standardization/Evaluation Program*; and the RDS. (T-2).

1.5.2. Maintain formal course or equivalent training records for assigned and attached aircrew. (T-2). Qualification documents maintained in other locations (supervisor of flying, etc.) need not be duplicated.

1.5.3. Maintain original documentation for each certification either in the individual's training records or on an AF Form 4348, *USAF Aircrew Certifications*. (T-2).

1.5.4. Use AF Form 4293, *Student Activity Record,* or the student's active grade sheet to document all instructor comments, syllabus deviations, proficiency advancement, additional training (including justification), incomplete missions, counseling, airsickness, and any unusual occurrence that could affect the pilot's progress. (T-2). Instructors should annotate areas of student difficulty. Units may specify additional training folder requirements.

1.5.5. Prepare and forward training reports according to MAJCOM directives. (T-2).

1.5.6. Document training in Aviation Resource Management System (ARMS), using the forms specified in AFI 11-202, Volume 1. (T-2). Track the following information for all aircrew (T-2), as applicable:

1.5.6.1. Ground training dates accomplished and due. (T-2).

1.5.6.2. Flying hours by 30, 60, and 90 days, and cumulative totals. (T-2).

1.5.6.3. Event requirements and accomplishments by cumulative total and amount remaining for the training cycle. (T-2).

1.5.6.4. Sortie and event currencies and expiration dates. (T-2).

1.6. Pilot Utilization:

1.6.1. Commanders will ensure assigned pilots fill only authorized positions as listed in unit manning documents (UMD) and pilot status is properly designated. (T-2). The overall objective is for pilots to perform only operations-related duties. Supervisors may assign pilots to valid, short-term tasks (escort officer, flying evaluation board member, mishap board member, etc.), but must continually weigh the factors involved, such as level of pilot tasking, flying proficiency, currency, and experience.

1.6.2. Duties required by various publications that may be assigned to aircrew position indicator (API)-1 pilots are quality assurance evaluator, programmer, flight safety officer,

supervisor of flying, mobility contingency plans officer, training (except ARMS duties), aircrew flight equipment officer, and other duties directly related to flying operations. API-1s will not be attached to wing staffs or hold wing staff positions unless total wing pilot API-1 and API-6 manning is 100 percent or better. (T-2). Commanders will ensure wing staff pilots (API-6s) perform duties justified in MAJCOM manpower standards documents and authorized in the UMD. (T-2).

1.7. Functional Check Flight Program. FCF program responsibilities and requirements are specified in Attachment 2.

1.8. Sortie Allocation Guidance. Units will use the following guidance to determine priority for unit training sortie allocation (T-2):

1.8.1. Higher headquarters-directed missions and aerial events.

1.8.2. Deployment support.

1.8.3. Evaluations.

1.8.4. API-1 and cadet IP CT, including upgrade directed support.

1.8.5. API-2 CT, if applicable.

1.8.6. API-6 CT.

1.8.7. API-8 CT.

1.8.8. Supervisory flights.

1.8.9. Flight surgeon (FS) flying requirements.

1.8.10. Indoctrination, familiarization, or observer flights.

1.8.11. Orientation flights.

1.9. Aircrew Graduate Evaluation Program. Aircrew Graduate Evaluation Program surveys are not required for any sailplane formal courses.

1.10. Progress Review (PR). Refer to the appropriate formal course syllabus or MAJCOM command directive for PR procedures.

1.11. Letter of Xs. The squadron commander will publish a monthly Letter of Xs according to MAJCOM directives. (T-2). See Attachment 3 for a sample sailplane Letter of Xs.

Chapter 2

INITIAL QUALIFICATION TRAINING

2.1. General:

2.1.1. This chapter outlines the IQT program for all sailplane aircrew. On completion of the program, pilots will be qualified in accordance with AFI 11-202, Volume 2, and AFI 11-2SAILPLANE, Volume 2, *Sailplane Aircrew Evaluation Criteria*, as first pilots. **Note:** Only one combined evaluation is required when pilots complete MQT in conjunction with IQT.

2.1.2. Except in unusual circumstances, aircrew members undergoing qualification training will receive ground and flight instruction with a minimum of interruption, and complete training within the time specified by the syllabus. (T-3). Failure to complete training within the specified time limit requires notifying the gaining group commander of the individual's name and grade, reason for delay, planned actions, and estimated completion date. (T-2).

2.1.3. Completion of IQT qualifies the pilot to act as pilot-in-command of a sailplane under day visual flight rules (VFR).

2.1.4. The formal course syllabi list waiver authorities for course entry prerequisites.

2.2. Prerequisites. Before entering qualification training, each aircrew member must comply with the appropriate formal course training prerequisites prescribed in education and training course announcements (ETCA), available at **https://etca.randolph.af.mil**/. In addition, all personnel maintaining flying status will meet the physical examination and physiological training requirements in AFI 11-202, Volume 1, before flying. (T-2).

2.2.1. United States Air Force Academy cadets must have completed the basic soaring course. AETC/A3F may waive this requirement. (T-2).

2.2.2. Civilian employee pilots must maintain a Federal Aviation Administration flight instructor certificate with glider category rating. (T-2).

2.3. Ground Training. Ground training will follow the formal course syllabus flow. (T-2). For in-unit qualification training, commanders will obtain and use current formal school courseware, if available. (T-2).

2.4. Flying Training. Pilots in IQT will fly under IP supervision until completing a qualification evaluation. (T-2). Formal course syllabus mission objectives and tasks are minimum requirements for IQT. Additional training due to student nonprogression is only available within the constraints of the formal course syllabus. Pilots may satisfy MQT and specialized training requirements during IQT if the appropriate IP is available, and the formal course training allows.

2.5. Senior Officer Qualification. Comply with the guidance provided in AFI 11-401, Aviation Management, and AFI 11-202, Volume 1. (T-2). Senior officer training will follow the appropriate formal course syllabus. (T-2).

2.6. Flight Surgeon Qualification. In accordance with AFI 11-202, Volume 1, FS training will consist of the following training requirements:

2.6.1. Ground training will include:

2.6.1.1. Aircraft general review. (T-2).

2.6.1.2. An emergency procedures review with an IP. (T-2).

2.6.1.3. Cockpit/crew resource management (CRM) training according to AFI 11-290, *Cockpit/Crew Resource Management Training Program.* (T-2).

2.6.1.4. Aircrew flight equipment and procedures training in accordance with AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program.* (T-2).

2.6.1.5. Egress training, nonejection seat in accordance with AFI 11-301, Volume 1. (T-2).

2.6.1.6. The completion of an FS qualification examination according to AFI 11-202, Volume 2. (T-2).

2.6.2. For flying training, upon completion of ground training an FS is qualified to occupy either cockpit with an IP at the other set of controls. An FS will not operate the controls during critical phases of flight. (T-2).

2.7. Requalification Training. An aircrew member is unqualified upon expiration of his or her qualification evaluation or loss of currency exceeding 6 months (paragraph 4.7). Follow the requalification guidance in AFI 11-202, Volume 1, and paragraph 4.8 of this instruction. (T-2).

2.8. Conversion and Difference Qualification. Conversion qualification follows the guidance in this chapter and the formal course qualification syllabus. Once a pilot is sailplane qualified, difference qualification is authorized for any additional sailplane qualification. The formal course syllabi identify the minimum difference training. No other difference training is authorized.

2.9. Multiple Qualification. Qualification in more than one sailplane mission design series (MDS) is authorized for any sailplane pilot in accordance with AFI 11-202, Volume 1. (**Note:** Multiple qualification is not authorized for general officers.) Multiple qualifications involving other than a sailplane MDS is authorized in accordance with AFI 11-202, Volume 1, and requires completion of IQT as specified in this chapter. **Note:** Difference qualification is authorized in paragraph 2.8.

2.10. Indoctrination Flier Training. Units will document indoctrination flier training on a unit-developed checklist. (T-2). Indoctrination fliers will accomplish the following initial checkout:

2.10.1. A review with an IP of the applicable sailplane flight manuals (Technical Order [TO] TO 1G-15(T)-1, *Flight Manual – USAF Series TG-15A/B Sailplanes or* 1G-16(T)-1, *Flight Manual – USAF Series TG-16A Sailplane*); AFI 11-2SAILPLANE, Volume 3, *Sailplane Operations Procedures*; and unit supplements. (T-2).

2.10.2. Egress training according to AFI 11-301, Volume 1. (T-2).

2.10.3. An aircraft cockpit review of crew coordination, proper checklist use, normal and emergency procedures applicable to aircrew position, operation of aircraft equipment, and basic aircraft characteristics. (T-2).

Chapter 3

MISSION QUALIFICATION TRAINING

3.1. General. MQT upgrades pilots who have completed IQT to MR status as a sailplane IP, qualified to instruct IQT. MQT is normally conducted in conjunction with IQT (paragraph 2.1.1) in each sailplane. At the completion of MQT, the squadron commander certifies the pilot as an MR instructor pilot.

3.2. Prerequisites:

   3.2.1. IQT complete, unless conducted in conjunction with MQT.

   3.2.2. Any additional unit-specified prerequisites for MQT.

3.3. Ground Training. Units will maintain lesson plans for MQT ground training. (T-2). When MQT is not conducted in conjunction with IQT, minimum ground training will consist of the IP ground training required by the formal course syllabus. (T-2).

3.4. Flying Training. When MQT is not conducted in conjunction with IQT, complete the instructional sorties required by the formal course instructor syllabus. (T-2).

3.5. Training Completion. Pilots must complete MQT within the training time prescribed in the formal course syllabus. (T-3). The OG commander is waiver authority for training time extensions. Units will document this waiver in the individual's training folder. (T-2). Units may consider MQT complete after successful completion of a sailplane mission evaluation in accordance with AFI 11-2SAILPLANE, Volume 2.

3.6. Documentation. Document MQT in the individual's training folder. (T-2).

3.7. Sorties. When MQT is not conducted in conjunction with IQT, units will log MQT sorties as mission support sorties. (T-2). Pilots may credit MQT sorties and events against CT sortie and event requirements for the upgrade pilot during the training cycle in which they are flown.

Chapter 4

CONTINUATION TRAINING

4.1. General. This chapter outlines the minimum training and currencies required for sailplane-qualified aircrew, and provides for development of individual IPs through additional certifications, and instructor development (ID) sorties. Units may direct additional training in a supplement to this instruction. Units will track all pilot ground and flying training requirements in ARMS. (T-2). (Refer to ETCA for ancillary training.)

4.2. Training Cycle. There is one annual training cycle: 1 June to 31 May.

4.3. Quarterly Meetings:

4.3.1. CT Meetings. Commanders will direct and supervise quarterly CT meetings. (T-2). The purpose of these meetings is to discuss standardization and mission-related topics and to increase general knowledge. A CRM topic or scenario will be discussed in each CT meeting referring to CRM core concepts from AFI 11-290. (T-2).

4.3.2. IP Meetings. Commanders will direct and supervise quarterly IP meetings. (T-2). Commanders will use these meetings to discuss standardization, instructional techniques, grading practices, and recent trends. These meetings may be combined with CT meetings if all topics are adequately covered.

4.3.3. Attendance. Attendance at CT and IP meetings is mandatory. The unit will determine a method to track CT and IP meeting attendance as part of the go/no-go process for flight. (T-2). Individual who are not available for CT or IP meetings will read the meeting minutes or be briefed by an operations supervisor before their next flight. (T-2).

4.4. Ground Training Requirements. Table 4.1 summarizes sailplane pilot ground training requirements. (T-2). For ground training prescribed by other instructions, units must reference those instructions for the latest requirement. (T-2). Units may credit initial ground training accomplished during IQT and MQT toward CT requirements for the training cycle in which it was accomplished.

Table 4.1. Pilot Ground Training Requirements.

ITEM	A Subject	B Frequency	C Prescribing Directive	D Grounding
1	CRM training	Every 2 years	AFI 11-290, as supplemented	Yes
2	Aircrew flight equipment familiarization training	Once per base	AFI 11-301, Volume 1, as supplemented	
3	Aircrew flight equipment training	Every 12 months		
4	Egress training, nonejection seat	Every 12 months		

ITEM	A	B	C	D
	Subject	**Frequency**	**Prescribing Directive**	**Grounding**
5	Boldface and operation limits testing (Note 1)	Monthly	AFI 11-2SAILPLANE, Volume 1	Yes
6	Situational emergency procedures training (SEPT) (Note 2)	Every 6 months	AFI 11-2SAILPLANE, Volume 1	Yes
7	Local area survival training	Once per base	AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, as supplemented	Yes
8	Emergency parachute training (Note 3)	Every 36 months	AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, as supplemented	No
9	Noncombat survival training	Every 36 months	AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, as supplemented	No
10	Water survival refresher	Every 36 months	AFI 16-1301, *Survival, Evasion, Resistance, and Escape (SERE) Program*, as supplemented	No
11	Antihijacking training	Every 2 years	AFI 13-207Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)	No

Notes:
1. An unsatisfactory boldface examination will result in grounding until successful reaccomplishment. (T-2). Operation limits are correctable to 100 percent.
2. Review each emergency procedure outlined in Section III of the applicable flight manuals with an IP. Preferably, accomplish SEPT one on one, but small, flight-sized groups are allowed so all members can participate to the full extent and share equal time responding to emergency situations. Teaching SEPT may satisfy semiannual SEPT requirement for the IP who administers the training.
3. When required for certification.

4.5. Flying Training Requirements. All pilots will accomplish the applicable requirements in Table 4.2. (T-3). The OG commander (the MAJCOM division chief for a command flight examiner) is the waiver authority for these requirements. Document this waiver in the individual's training folder. (T-2). Refer to Attachment 4 for guidance on logging sorties and events.

Table 4.2. Sailplane Pilot Sortie and Event Requirements.

ITEM	A	B	C	D
	Requirements	**Period**	**BAQ**	**MR (Inexperienced/Experienced)**
	Sorties			
1	Total sorties	Annual	48	48/24
2	ID sorties	Annual	-	8/4
3	Instructional sorties	Annual	-	32/16

Events				
4	Landings	Annual	16	16/8
5	Stall series	Annual	16	16/8
6	Slow flight	Annual	16	16/8
7	Simulated rope break	Annual	4	4/2

4.6. Failure to Accomplish Requirements. Pilots who fail to complete annual training requirements according to Table 4.2 will not fly in the new training cycle until a review is completed to determine the cause of the deficiency and if the pilot requires any additional training in the new training cycle. If an IP fails to complete an ID sortie, then additional training must include the delinquent ID sortie prior to performing instructor duties. (T-2).

4.6.1. The OG commander (or the MAJCOM division chief for a command flight examiner) is the reviewer and waiver authority. The reviewer should consider the type and magnitude of the deficiency and the pilot's experience level to determine if additional training, increased supervision, or a waiver to the previous training cycle requirements is warranted. Document this waiver, with justification, in the individual's training folder. (T-2).

4.6.2. Refer to paragraph 4.13 for guidance on prorating requirements. Refer to AFI 11-402, Aviation and Parachutist Service, Aeronautical Ratings and Badges, for guidance on aviation service suspension when failure to complete requirements is for causes entirely within the member's control.

4.6.3. The minimum additional training will include all deficient sorties and events with appropriately certified IP supervision. (T-2).

4.7. Flying Training Currencies. Table 4.3 defines currency requirements for all sailplane pilots. Any pilot not meeting currency requirements will not perform the sortie or event except under the supervision of an IP. (T-2). Refer to Attachment 4 for guidance on logging sorties and events for currency and recurrency. Commanders will ensure recurrency training is documented in the individual's training folder. (T-2).

Table 4.3. Sailplane Pilot Currencies.

ITEM	A Sortie/Event	B Currency (Inexperienced/Experienced)	C Affects BAQ	D Note
1	Takeoff	30/60 days		
2	Landing	30/60 days		
3	Spin prevent	30/60 days	Yes	
4	Spin	180/180 days		
5	Aerobatic profile	90/120 days		1
6	Mountain wave profile	-/2 years	No	1
7	Cross-country profile	-/1 year		1

ITEM	A	B	C	D
		Currency		
	Sortie/Event	**(Inexperienced/Experienced)**	**Affects BAQ**	**Note**
8	Oxygen flight	-/1 year		1
9	FCF profile	-/180 days		1
Notes:				
1. Only required for certified pilots.				

4.8. Requalification Training. For all aircrew personnel, except flight surgeons, requalification requirements follow the guidance in AFI 11-202, Volume 1. A flight evaluation will complete the requalification process according to AFI 11-2SAILPLANE, Volume 2. (T-2).

4.8.1.

Table 4. 3 lists the currency items affecting qualification.

4.8.2. When authorized by AFI 11-202, Volume 1, and approved by the OG commander, pilots may complete a locally generated training program. (T-2). For locally generated training, the squadron commander will develop an individual program, taking into account the pilot's previous experience and currency. (T-2).

4.9. Loss of IP Status:

4.9.1. An IP will be decertified for one of the following:

4.9.1.1. Failing a flight evaluation. (T-2). To regain IP status, the IP must successfully complete a flight evaluation according to AFI 11-2SAILPLANE, Volume 2. (T-2).

4.9.1.2. Failing a qualification written examination. (T-2). To regain IP status, the IP must successfully reaccomplish the written examination. (T-2).

4.9.1.3. Failing to complete the ID sorties required by Table 4.2. (T-2). See paragraph 4.6 to regain IP status. (T-2).

4.9.2. If an IP becomes noncurrent in an event or sortie listed in Table 4.3, IP status may be retained, but the IP will not instruct in that event or sortie until the required currency is regained. (T-2). Supervision by another IP is required to regain currency.

4.10. Multiple Qualification Requirements. Individuals qualified in more than one MDS (other than sailplanes) will complete all of the flying training requirements of this chapter in a sailplane. (T-2).

4.11. Flight Surgeon Requirements. FSs will accomplish CT in accordance with AFI 11-202, Volume 1. (T-2). FSs will not accomplish night sortie requirements in sailplanes. FSs will regain currency by complying with paragraphs 2.6.1.2 of this instruction. (T-2).

4.12. Indoctrination Flier Training. Indoctrination fliers will complete an annual ground training program to include review of aircraft systems, emergency procedures, and egress training according to AFI 11-301, Volume 1. (T-2). They will complete monthly boldface testing. (T-2). Indoctrination fliers are exempt from other periodic flying requirements.

4.13. Prorating Requirements. At the end of the training cycle, the squadron commander may prorate training requirements according to AFI 11-202, Volume 1, if the aircrew member was not available. The commander may consider extended periods (more than 15 days) of adverse weather, periods when the aircraft are not available for normal training, and periods of cadet nonenrollment in soaring courses as nonavailability.

Chapter 5

SPECIALIZED TRAINING

5.1. General. Specialized training upgrades qualified aircrew members to pilot instructor training (PIT) IP, spin IP, FCF pilot, or other specialized mission skills. Units may tailor these programs for all crewmembers based on experience, currency, documented performance, and formal training. Units will document upgrade training in the individual's training folder. (T-2).

5.1.1. The squadron commander will approve entry into all specialized training programs and certify pilots following training completion. (T-2).

5.1.2. Except where a formal course is required by this instruction, specific training guidance, procedures, policy, and requirements for specialized training are described in locally developed syllabi.

5.1.3. All maneuvers flown in aerobatic training and competition are derived from International Aerobatic Club (IAC) official contest rules and the Aresti System Glider Aerobatic Figures catalog (located at **http://www.arestisystem.com**). Aerobatic maneuver certification allows pilots to combine certified maneuvers.

5.1.4. For each sortie, the IP and student will accomplish emergency procedures training related to the flight.

5.2. Buddy Instructor Pilot (BIP) Training. Units will assign new IPs to experienced BIP sponsors who will monitor the new IP's performance and provide guidance in all IP duties until the new IP has completed the ground and flying training requirements of this paragraph. (T-2). The squadron commander may tailor BIP requirements for rated pilots with previous instructor experience. Units will document these requirements in the individual's training folder. (T-2).

5.2.1. Prerequisite**.** MQT complete. (T-2).

5.2.2. Ground Training. Before flying with students, the unit will ensure each new IP is briefed on the BIP program requirements. (T-2). During the BIP program, the unit will ensure each new IP is briefed on unit policies, CT requirements, grading practices, and student training records management. (T-2). The unit may credit similar training accomplished during IQT and MQT for BIP training requirements.

5.2.3. Flying Training. The flying training portion of the BIP program consists of two different kinds of sorties, BIP sorties (with the new IP) and sponsor sorties (with the new IP's students).

5.2.3.1. BIP Sorties. The new IP will complete one sortie with the BIP sponsor, a stan/eval pilot, or a unit supervisor. (T-2). The objective for these sorties is to further develop the new IP's instructional techniques. On the BIP sortie, the BIP will discuss instructional techniques, planning profiles, student progress, grading practices, local flying policies, common student errors, and pitfalls to avoid. (T-2). The BIP will document sortie results in the new IP's training record. (T-2).

5.2.3.2. Sponsor Sorties. The new IP's BIP will fly one sponsor sortie with the new IP's basic soaring or IQT student after the new IP completes a minimum of two sorties with the student. (T-2). A stan/eval pilot or a supervisor in the new IP's chain of command

may also fly the sponsor sortie. This sortie will count as a regular syllabus sortie for the student. (T-2). The objectives of these sorties are to improve the new IP's perception of student performance, prevent inexperience from inadvertently affecting student performance, and enhance instructional abilities. After the sortie, the sponsor will provide feedback to the new IP on the student's progress, effectiveness of instructional techniques, grading practices, and suggested areas for student improvement. (T-2). The sponsor will document sortie results in the new IP's training record. (T-2).

5.3. Pilot Instructor Training IP Certification Training. Units will train and certify IPs to instruct MQT. (T-2). PIT IPs will supervise all PIT IP training.

5.3.1. Prerequisites. All PIT IP candidates will be experienced IPs. (T-2).

5.3.2. Ground Training. As a minimum, ground training will consist of:

5.3.2.1. A review of applicable, unit-identified publications (syllabi and training manuals). (T-2).

5.3.2.2. A unit-developed PIT IP test. (T-2). Units will establish the minimum passing score and retest procedures. (T-2).

5.3.2.3. Unit-developed training in the following areas:

5.3.2.3.1. Differences in instructor techniques between front and rear cockpits. (T-2).

5.3.2.3.2. Common student errors. (T-2).

5.3.2.3.3. Training documentation for all flying training courses. (T-2).

5.3.2.3.4. Techniques for emergency procedures training. (T-2).

5.3.2.3.5. Risk management and how to establish training limits. (T-2).

5.3.2.3.6. Student role playing. (T-2).

5.3.3. Flying Training. Upgrade pilots will complete at least two instructional sorties where the upgrade pilot is performing PIT IP duties. (T-2). The upgrade pilot will occupy the front cockpit for all training. Units will provide sample IP upgrade training materials to facilitate the training scenario and training documentation practice. (T-2). Units may require additional sorties to meet proficiency requirements. As a minimum:

5.3.3.1. One sortie will include an area tow (emphasize inside slack line setup, recovery, and instruction) with a low pattern and grass landing. (T-2).

5.3.3.2. One sortie will include an area tow with a simulated rope break and an extended base pattern and landing. (T-2).

5.4. Spin IP Training. Units will train and certify sailplane IPs to instruct spin sorties for IQT, MQT, CT, and spin IP training. (T-2). A spin IP will conduct all training. (T-2).

5.4.1. Prerequisites. All spin IP candidates will be certified PIT IPs. (T-2).

5.4.2. Ground Training. As a minimum, ground training will consist of the following unit-developed lessons:

5.4.2.1. Spin theory. (T-2).

5.4.2.2. Spin procedures and techniques. (T-2).

5.4.2.3. Spin restrictions and limitations. (T-2).

5.4.2.4. Spin grading criteria. (T-2).

5.4.3. Flying Training. The upgrade pilot will demonstrate proficiency in performance and instructions of aileron effects, three-turn spins, accelerated spin entries, neutral-rudder spin entries, spin prevention, hands-off recoveries, and elevator-only recoveries. (T-2). The upgrade pilot will be able to detect and offer instruction to correct typical student spin errors. (T-2). The upgrade pilot will fly at least one sortie in each cockpit and accomplish spin entries in both directions. (T-2). A rated or civilian employee spin IP will supervise the final sortie before certification. (T-2).

5.5. Functional Check Flight Pilot Training. Units will train and certify sailplane IPs to perform FCFs. (T-2).

5.5.1. Prerequisites. Candidates for sailplane FCF pilot training will be experienced, rated officer sailplane IPs (preferably flight examiners) (T-2), and have a minimum of 750 hours total flying time with 100 sailplane sorties, or 500 hours total flying time with 150 sailplane sorties. (T-3). All FCF pilots require a minimum of three complete FCF profiles (an actual FCF or a simulated FCF) after certification before receiving additional certification as an FCF instructor. (T-2). These three additional profiles do not require FCF IP supervision. The OG commanders may waive the flying hours and sailplane sortie requirements of this paragraph. Units will document this waiver in the individual's training folder. (T-2).

5.5.2. Ground Training. As a minimum, ground training will include a review of applicable technical orders and publications, including AFI 21-101, *Aircraft and Equipment Maintenance Management*; TO 1-1-300, *Acceptance/Functional Check Flight and Maintenance Operational Checks*; TO 1G-15(T)-6CF-1, *Acceptance and Functional Check Flight Procedures Manual, USAF Series TG-15A/B Aircraft*; TO 1G-15(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist, USAF Series TG-15 Aircraft*; TO 1G-16(T)-6CF-1, *Acceptance and/or Functional Check Flight Procedures Manual, USAF Series TG-16A Aircraft*; TO 1G-16(T)-6CL-1, *Acceptance and/or Functional Check Flight Checklist, USAF Series TG-16A Aircraft*; and local FCF procedures. (T-2).

5.5.3. Flying Training. Upgrade pilots will fly on a minimum of two dual FCF profiles (an actual FCF or a simulated FCF) to experience the flight analysis and data-gathering portion of an FCF sortie. (T-2).

5.6. Cross-Country Pilot Certification Training. This training provides pilots with all of the skills required to participate in cross-country flights and competitions outside of final glide distance from the departure airfield. It also allows pilots to use sailplane oxygen equipment. Cross-country pilots must demonstrate the application of soaring competition rules and procedures in a competition environment to a rated or civilian employee pilot before performing unsupervised in competition. (T-2). Units will derive all maneuvers flown in cross-country training from Soaring Society of America (SSA) competition requirements, rules, and regulations. (T-2). A certified cross-country IP will conduct all training. (T-2).

5.6.1. Prerequisites. All cross-country pilot training candidates should have completed 60 (cadets) or 30 (rated and civilian employee pilots) sorties after their initial instructor

evaluation. The squadron commander may tailor the sortie requirements of this paragraph. Units will document tailored requirements in the individual's training records. (T-2).

5.6.2. Ground Training. Cross-country pilot training will consist of the following unit-developed lessons:

5.6.2.1. Off-field landing site selection. (T-2).

5.6.2.2. Off-field landing patterns and landing techniques. (T-2).

5.6.2.3. Cross-country weather. (T-2).

5.6.2.4. Thermalling techniques and right-of-way rules. (T-2).

5.6.2.5. Mission planning and chart preparation. (T-2).

5.6.2.6. Navigation and glide computer use. (T-2).

5.6.2.7. Cross-country competition rules and regulations. (T-2).

5.6.2.8. Sailplane oxygen system equipment and operation. (T-2).

5.6.2.9. Cross-country and oxygen system emergency procedures. (T-2).

5.6.2.10. Operational risk management and decision-making in a competition environment. (T-2).

5.6.3. Flying Training. Prior to cross-country pilot certification, a certified cross-country IP will monitor all solo cross-country training via radio from the ground or air. (T-2). Units may require additional sorties to meet proficiency requirements. As a minimum, upgrade pilots will demonstrate proficiency in:

5.6.3.1. Dual and solo off-field (precision and obstacle clearance) landings. (T-2).

5.6.3.2. Dual and solo thermalling to achieve a minimum of 45 minutes of continuous flight after aerotow release and remain within final glide distance from the departure airfield. (T-2). The upgrade pilot must successfully find and remain in a thermal, and demonstrate the ability to leave and recapture a thermal. (T-2).

5.6.3.3. Cross-country mission planning, chart reading and navigation, off-field landing site selection (at other than the departure airfield), and off-field landing patterns. (T-2). **Note:** The off-field landing site selection and off-field landing pattern requirements may be accomplished on powered aircraft sorties under the supervision of certified sailplane cross-country IPs.

5.6.3.4. Dual and solo cross-country profiles as defined in Attachment 4. (T-2).

5.6.3.5. Dual cross-country competition (simulated or actual). (T-2). The upgrade pilot must demonstrate the ability to apply competition rules and procedures. (T-2).

5.6.3.6. Dual use of oxygen equipment. (T-2).

5.7. Cross-Country IP Certification Training. Units will certify cross-country IPs before they may instruct cross-country or cross-country IP training. (T-2). Units may require additional sorties to meet proficiency requirements. A certified cross-country IP will conduct all training. (T-2).

5.7.1. Prerequisites. All cross-country IP candidates will be cross-country certified and should have completed 80 instructional sorties (cadets) or 40 instructional sorties (rated and civilian employee pilots) after the initial instructor evaluation. (T-2). Candidates must have previously competed in a cross-country competition using SSA rules. (T-2). The squadron commander may tailor the instructional sortie requirements of this paragraph. Units will document tailored requirements in the individual's training folder. (T-2).

5.7.2. Ground Training. Cross-country IP training will consist of the following unit-developed lessons:

5.7.2.1. Cross-country pilot training requirements and instructional techniques. (T-2).

5.7.2.2. Mission planning and chart preparation techniques. (T-2).

5.7.2.3. Cross-country grading criteria. (T-2).

5.7.3. Flying Training. Upgrade pilots will demonstrate proficiency in instruction of cross-country mission planning, chart preparation, navigational techniques, altitude estimation, off-field landing site and pattern selection, off-field landing patterns, thermalling, glide computer use, and global positioning system use. (T-2). As a minimum, upgrade pilots will:

5.7.3.1. Fly at least one dual cross-country competition flight (simulated or actual competition). (T-2).

5.7.3.2. Instruct high-altitude off-field landing site selection and off-field-landing patterns in a powered aircraft. (T-2).

5.8. Mountain Wave Pilot Certification Training. This training certifies cross-country pilots to fly in mountain wave conditions above 14,000 feet mean sea level (MSL). A rated or civilian employee cross-country IP who has completed mountain wave pilot certification training will supervise all mountain wave pilot training. (T-2).

5.8.1. Prerequisites. All mountain wave pilot candidates will be cross-country certified pilots. (T-2).

5.8.2. Ground Training. Mountain wave pilot training will consist of the following unit-developed lessons:

5.8.2.1. Sailplane mountain wave flight procedures and techniques. (T-2).

5.8.2.2. VFR operations in Class A airspace. (T-2).

5.8.2.3. Local mountain wave flight and airspace procedures. (T-2).

5.8.2.4. Mountain wave flight emergency procedures. (T-2).

5.8.2.5. Instruction and grading of mountain wave flights (ground and flight). (T-2).

5.8.3. Flying Training. Upgrade mountain wave pilots will complete at least one dual sortie with flight in actual mountain wave conditions. (T-2). Each sortie will include at least 45 minutes of flight after aerotow release. Upgrade pilots will demonstrate proficiency in turbulence, rotor and mountain wave identification; airspeed control; climbs from rotor to mountain wave conditions; and emergency procedures. (T-2).

5.9. Basic Aerobatic Pilot Certification Training. This training certifies sailplane pilots to perform unsupervised basic aerobatic maneuvers. This certification does not authorize

participation in aerobatic competition. Upgrade pilots will complete all training under the supervision of an aerobatic IP and will accomplish the ground training before any flight training. (T-2).

5.9.1. Prerequisites. All basic aerobatic pilot training candidates will be qualified sailplane IPs. (T-2).

5.9.2. Ground Training. Basic aerobatic pilot ground training will consist of the following unit-developed lessons:

5.9.2.1. Unusual attitude recovery procedures. (T-2).

5.9.2.2. Interpreting and using aerobatic symbols (basic). (T-2).

5.9.2.3. Flying basic aerobatic maneuvers (procedures and techniques). (T-2).

5.9.2.4. Aircraft limitations. (T-2).

5.9.2.5. Energy management (altitude, airspeed, and G-awareness). (T-2).

5.9.2.6. Airspace requirements for aerobatics, the aerobatic box, and local procedures. (T-2).

5.9.2.7. Emergency procedures. (T-2).

5.9.3. Flying Training. Upgrade pilots will demonstrate proficiency in unusual attitude recoveries, all basic aerobatic maneuvers, energy management, and airspace use. (T-2). Instructors may certify upgrade pilots to perform individual basic aerobatic maneuvers unsupervised after demonstrating maneuver proficiency on two dual sorties.

5.10. Sportsman Aerobatic Pilot Certification Training. This training certifies sailplane pilots to perform unsupervised sportsman aerobatic maneuvers and compete in aerobatic competition in the sportsman category. Upgrade pilots will complete all training under the supervision of an aerobatic IP and will accomplish the ground training before any flight training. (T-2).

5.10.1. Prerequisites. All sportsman aerobatic pilot training candidates will be certified basic aerobatic pilots. (T-2). Before any flight training in the sportsman aerobatic maneuvers, candidates should have completed 60 sorties (cadets) or 30 sorties (rated and civilian employee pilots) after the initial instructor evaluation. The squadron commander may tailor the sortie requirements of this paragraph. Units will document tailored requirements in the individual's training folder. (T-2).

5.10.2. Ground Training. Sportsman aerobatic pilot ground training will consist of the following unit-developed lessons:

5.10.2.1. Interpreting and using aerobatic symbols (sportsman). (T-2).

5.10.2.2. Flying sportsman aerobatic maneuvers (procedures and techniques). (T-2).

5.10.2.3. Energy management (altitude, airspeed, and G-awareness). (T-2).

5.10.2.4. Emergency procedures. (T-2).

5.10.2.5. Risk management and decision-making in a competition environment. (T-2).

5.10.3. Flying Training. Prior to unsupervised competition, upgrade pilots will demonstrate proficiency in:

5.10.3.1. Unusual attitude recoveries, all sportsman aerobatic maneuvers, energy management, and airspace use. (T-2). Instructors may certify upgrade pilots to perform individual sportsman aerobatic maneuvers solo after demonstrating maneuver proficiency on two dual sorties.

5.10.3.2. Application of competition rules and execution of sportsman aerobatic competition maneuver sequences. (T-2). Units will identify the competition aerobatic routines for this training. (T-2).

5.11. Intermediate Aerobatic Pilot Certification Training. This training certifies sailplane pilots to perform the intermediate aerobatic maneuvers as low as 1,200 feet above ground level (AGL) and compete in aerobatic competition in the intermediate category. Upgrade pilots will complete all training under the supervision of a rated or civilian employee aerobatic IP. (T-2).

5.11.1. Prerequisites. All intermediate aerobatic pilot training candidates will be certified sportsman aerobatic pilots. (T-2).

5.11.2. Ground Training. Intermediate aerobatic pilot training will consist of unit-developed lessons in flying intermediate aerobatic maneuvers and competitive routines. (T-2).

5.11.3. Flying Training. Prior to unsupervised competition, upgrade pilots will demonstrate proficiency in:

5.11.3.1. Unusual attitude recoveries, all intermediate aerobatic maneuvers, energy management, and airspace. (T-2). Instructors may certify upgrade pilots to perform individual intermediate aerobatic maneuvers solo after demonstrating maneuver proficiency on two dual sorties.

5.11.3.2. Application of competition rules and execution of intermediate aerobatic competition maneuver sequences. (T-2). Units will identify the competition aerobatic routines for this training. (T-2).

5.12. Aerobatic IP Certification Training. This training certifies sailplane pilots to instruct aerobatic training. Only rated and civilian employee pilots will instruct intermediate aerobatics. (T-2). Upgrade pilots will complete all basic and sportsman aerobatic IP training under the supervision of an aerobatic IP. (T-2). Upgrade pilots will complete all intermediate aerobatic IP training under the supervision of a rated or civilian employee aerobatic IP. (T-2).

5.12.1. Prerequisites. All candidates will be certified intermediate aerobatic pilots and should have completed 80 instructional sorties (cadets) or 40 instructional sorties (rated and civilian employee pilots) after the initial instructor evaluation. (T-2). Candidates must have previously competed in an IAC-judged event. (T-2). The squadron commander may tailor the instructional sortie requirements of this paragraph. Units will document tailored requirements in the individual's training folder. (T-2).

5.12.2. Ground Training:

5.12.2.1. Aerobatic IP candidates will read the IAC Contest Rule Book (available at **http://members.iac.org/contests/rulebook.html**) and either attend IAC Judges School or complete an IAC Judges home study course. (T-2).

5.12.2.2. Aerobatic IP ground training will consist of the following unit-developed lessons:

5.12.2.2.1. Unusual attitude recovery instruction. (T-2).

5.12.2.2.2. Basic, sportsman, and intermediate aerobatic maneuver instruction. (T-2).

5.12.2.2.3. Energy management, flight discipline, and safety instruction. (T-2).

5.12.2.2.4. Aerobatic routine and airspace use instruction. (T-2).

5.12.2.2.5. Risk management and decision-making instruction for a competition environment. (T-2).

5.12.2.2.6. Aerobatic maneuver and routine grading criteria. (T-2).

5.12.2.2.7. G-awareness instruction. (T-2).

5.12.3. Flying Training. Upgrade pilots will:

5.12.3.1. Demonstrate proficiency in performance and instruction of unusual attitude recoveries, all basic and sportsman aerobatic maneuvers, combinations of maneuvers, energy management, and airspace use. (T-2).

5.12.3.2. Demonstrate proficiency in performance and instruction of energy management, airspace use, and aerobatic competition routines. (T-2). Units will identify the competition aerobatic routines for this training. (T-2).

5.12.3.3. (**Rated pilot or civilian employee pilot only**) Prior to instructing intermediate aerobatics, demonstrate proficiency in performance and instruction of unusual attitude recoveries, all intermediate aerobatic maneuvers, combinations of maneuvers, energy management, and airspace use. (T-2).

5.13. Assembly and Disassembly Certification Training. This training certifies sailplane pilots to accomplish sailplane assembly and disassembly. Pilots will complete this training under the supervision of a certified IP or maintenance specialist. (T-2).

5.13.1. Prerequisites. All candidates will be qualified sailplane pilots. (T-2).

5.13.2. Ground Training. Certification training will consist of unit-developed lessons in use of assembly and disassembly checklists and inspection and documentation requirements. (T-2). Prior to certification, units will ensure candidates observe a complete assembly and disassembly. (T-2).

TOD D. WOLTERS, Lt Gen, USAF
DCS, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFPD 11-2, *Aircrew Operations*, 19 January 2012

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IAC Official Contest Rule Book (**http://members.iac.org/contests/rulebook.html**)

Air Force Records Disposition Schedule
(**https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**)

Aresti System Glider Aerobatic Figures Catalog (**http://www.arestisystem.com**)

Adopted Forms

AF Form 8, *Certificate of Aircrew Qualification*

AF Form 8A, *Certificate of Aircrew Qualification (Multiple Aircraft)*

AF Form 847, *Recommendation for Change of Publication*

AF Form 4348, *USAF Aircrew Certifications*

AF Form 4293, *Student Activity Record*

Abbreviations and Acronyms

AETC—Air Education and Training Command

AGL—above ground level

API—aircrew position indicator

ARMS—Aviation Resource Management System

BAQ—basic aircraft qualified, basic aircraft qualification

BIP—buddy instructor pilot

CRM—crew resource management

CT—continuation training

ETCA—education and training course announcements

FCF—functional check flight

FS—flight surgeon

IAC—International Aerobatic Club

ID—instructor development

IQT—initial qualification training

IP—instructor pilot

MAJCOM—major command

MDS—mission design series

MQT—mission qualification training

MR—mission ready

MSL—mean sea level

NAF—numbered Air Force

OG—operations group

PIT—pilot instructor training

PR—progress review

RDS—records disposition schedule

SEPT—situational emergency procedures training

SSA—Soaring Society of America

stan/eval—standardization and evaluation

TO—technical order

UMD—unit manning document

VFR—visual flight rules

Terms

Aerobatic Box—The area in which aerobatic competitions take place. It is a block of air 3,300 feet long (1,000 meters) by 3,300 feet wide. The upper and lower limits of the box are set based on the competition category of the competitor.

Aerotow—A sailplane takeoff and climb process where the sailplane is towed through the air by a powered aircraft.

Basic Aerobatic Maneuvers—Preliminary aerobatic maneuvers which focus on flying precise lines, loops, turns, and rolls.

Basic Aircraft Qualification (BAQ)—An aircrew member who has satisfactorily completed prescribed training to maintain the skills necessary to perform aircrew duties in the unit aircraft (AFI 11-202, Volume 1).

Dual—With a qualified IP.

Experienced—An IP who has completed BIP (unless the squadron commander waives BIP according to paragraph 5.2), and has either 100 total instructional sorties (cadet IPs), 50 total instructional sorties (rated IPs without prior IP experience), or 25 instructional sorties (rated IPs with prior IP experience and civilian employee IPs).

Final glide distance—The distance across the ground a sailplane is capable of gliding under the current conditions (airspeed, altitude, weight, wind, lift, sink, and bugs) not including water ballast. Final glide distance includes the distance used for any maneuvering required prior to landing.

Indoctrination Flier—A rated officer in inactive status required to perform operational flying on a temporary basis to complete a specific official task (for example, to evaluate an operational flying procedure, review flying training effectiveness, take part in a flying exercise or test program, or become familiar with a specific operational weapon system and procedure) (AFI 11-401).

Inexperienced—An aircrew member who does not qualify as experienced or who is not certified as such by the squadron commander.

Intermediate Aerobatic Maneuvers—Aerobatic maneuvers flown in IAC competitions within the intermediate competitive category.

Mission Ready (MR)—An aircrew member who has satisfactorily completed mission qualification training and maintains qualification and proficiency in the command or unit operational mission (AFI 11-202, Volume 1).

Mountain Wave Soaring—Extended sailplane flight sustained by identifying and using upslope currents created by air moving across mountain ranges to provide upward vertical speed.

Off—Field Landing—A landing at other than the planned landing site or a practice landing using procedures for off-field landings. Pilots use off-field landing procedures during practice landings to simulate confined areas or landings with a maximum performance stop beyond a vertical obstacle.

Operations Group (OG)—Refers to an operations group or flying training group.

Proficiency—A measure of the ability to perform a maneuver successfully without instructor intervention, and within aircraft, airspace, and operational limitations.

Rotor—Air turbulence created downwind of mountain waves.

Sportsman Aerobatic Maneuvers—Aerobatic maneuvers flown in IAC competitions within the sportsman competitive category.

Thermal—A rising current of air created by convective heating.

Thermal Soaring (Thermalling)—Sustained sailplane flight by identifying and using thermals to provide upward vertical speed (thermal lift) or minimize downward vertical speed (sink).

Wing—Refers to the next higher echelon of command above the OG.

Attachment 2

FUNCTIONAL CHECK FLIGHT PROGRAM

A2.1. Program Responsibilities and Requirements:

A2.1.1. OG Commander. The OG commander will:

A2.1.1.1. Designate all FCF pilots in writing. (T-2). Units will forward names to the OG commander for approval. (T-2).

A2.1.1.2. Designate one FCF pilot as the chief FCF pilot. (T-2). Units will determine the number of additional FCF pilots needed to meet operational and maintenance requirements. (T-2).

A2.1.1.3. Appoint additional FCF pilots and FCF instructors in writing. (T-2).

A2.1.2. Chief FCF Pilot. The chief FCF pilot will:

A2.1.2.1. Work closely with maintenance quality assurance personnel. (T-2).

A2.1.2.2. Maintain an FCF operational information file in the FCF briefing areas. (T-2). The FCF operational information file will not duplicate the flight crew information file. (T-2).

A2.1.2.3. Develop an FCF CT program for FCF techniques and procedures to include seminars and flights. (T-2). The objective is to ensure FCF crews maintain a high level of proficiency and knowledge of maintenance requirements to produce a quality aircraft for mission accomplishment.

A2.1.2.4. Monitor FCF pilot currencies. (T-2). See Table 4.3.

A2.1.2.5. Coordinate with OG stan/eval on publication and TO changes and revisions. (T-2).

A2.1.2.6. Ensure local flight clearance is coordinated with air traffic control agencies. (T-2).

Attachment 3

SAMPLE LETTER OF XS

Figure A3.1. SAMPLE LETTER OF XS.

Name	Rank	CP	IP											FCF	Other					Supervisor						
			Exp IP	PIT IP	Phase Check Pilot	Group FE	Spin	Acro	15A Qual	15B Cert	Wave	XC	16A Qual	FCF	Aircaft Assembly	Trailer	Demo	PFL	Smoke	Ops Sup	SCO	SOF Day Only	MC	Tower Monitor	Logger	Marshaller

Approved on _____ *(date)* _____

(signature)
Richard B. Roller, Lt Col, USAF
Commander

Attachment 4

TRAINING SORTIES AND EVENTS

A4.1. Instructor Development Sortie. Pilots may log an ID sortie on any BIP sponsor sortie, qualification or mission evaluation, or dedicated CT program sortie.

A4.1.1. ID sorties will normally be flown dual.

A4.1.2. Units will develop acceptable ID sortie profiles. (T-2). Each profile will define the minimum events required. Both pilots may log an ID sortie only if they both complete the minimum requirements.

A4.2. FCF Profile. Fly a complete FCF profile (actual or simulated) in any sailplane in which the pilot is FCF certified. To regain currency, fly a complete FCF profile (actual or simulated) with an FCF IP.

A4.3. Instructional Sortie. Accomplish during instructor duties on a sortie under a formal course of instruction described in Chapter 2 or Chapter 3 of this instruction, a basic soaring (AM251) sortie, an IP required recurrency sortie (paragraph 4.6), a requalification sortie (paragraph 4.8), or a specialized training sortie listed in Chapter 5 of this instruction. Logging instructor time on a CT sortie with another IP does not fulfill this requirement.

A4.4. Spin. Accomplish a minimum of two spin recoveries on one sortie, one in each direction. Fly this sortie with a certified spin IP. Spin IPs may log this event solo or during a spin training sortie (if they perform both required spins). Spin currency affects BAQ and requires the following action (timing starts from date of spin currency expiration):

A4.4.1. For noncurrent 1 to 180 days, regain spin currency by accomplishing a minimum of two spin recoveries on one sortie (one in each direction) under the supervision of certified spin IP.   (T-2).

A4.4.2. For noncurrent more than 180 days, comply with paragraph A4.7.4 of this instruction. (T-2).

A4.5. Takeoff. Accomplish an aerotow takeoff to a minimum of 300 feet AGL. Regain currency according to paragraph A4.7. (T-2).

A4.6. Landing. Accomplish a landing on a prepared surface (for example, runway or designated sailplane landing area). Regain currency according to paragraph A4.7. (T-2).

A4.7. Takeoff and Landing Recurrency. Loss of takeoff or landing currency affects BAQ and requires the following action (timing starts from date of takeoff or landing currency expiration):

A4.7.1. For noncurrent 1 to 30 days, regain takeoff or landing currency by accomplishing a takeoff and landing under the supervision of a current IP. (T-2).

A4.7.2. For noncurrent 31 to 60 days, regain takeoff or landing currency by accomplishing 2 takeoffs and 2 landings under the supervision of a current IP, and an IP-supervised normal and emergency procedures review session. (T-2).

A4.7.3. For noncurrent 61 to 180 days, regain currency by accomplishing the following:

A4.7.3.1. Three IP-supervised sorties. (T-2). One sortie will be a spin sortie. One sortie will be an ID sortie with a current IP. The third sortie can be either an ID sortie or a

pattern tow with a current IP. Accomplish a takeoff and landing on each sortie. Sorties may be flown in any order.

A4.7.3.2. The open and closed book qualification written examinations. (T-2).

A4.7.3.3. An emergency procedures evaluation. (T-2). AF Form 8, Certificate of Aircrew Qualification, or AF Form 8A, Certificate of Aircrew Qualification (Multiple Aircraft), documentation is not required.

A4.7.4. For noncurrent more than 180 days, requalification training in accordance with AFI 11-202, Volume 1, and paragraph 4.8 of this instruction. (T-2).

A4.8. Stall Series. Accomplish at least two out of three stalls (nose high, turning, or landing attitude). Do not log more than one stall series per sortie.

A4.9. Slow Flight. Accomplish an evaluation of stall speed and flight at the appropriate airspeed, to include two coordinated turns. Do not log more than one slow flight per sortie.

A4.10. Simulated Rope Break. Accomplish by simulating a rope break during aerotow and before reaching the planned release altitude. This event requires release from the aerotow and landing. Conditions permitting, accomplish either an opposite direction pattern and landing, a downwind pattern and landing, or an extended base pattern and landing.

A4.11. Spin Prevent. Accomplish a spin prevent recovery. Spin prevent currency affects BAQ and requires the following action (timing starts from date of spin prevent currency expiration):

A4.11.1. For noncurrent 1 to 30 days, regain spin prevent currency by accomplishing a spin prevent under the supervision of a current IP. (T-2).

A4.11.2. For noncurrent 31 to 60 days, regain spin prevent currency by accomplishing a spin IP-supervised spin procedures review session, and two spin prevents (in opposite directions) under the supervision of a current IP. (T-2).

A4.11.3. For noncurrent 61 to 180 days, comply with paragraph A4.7.3 of this instruction. (T-2).

A4.11.4. For noncurrent more than 180 days, comply with paragraph A4.7.4 of this instruction. (T-2).

A4.12. Aerobatic Profile. Accomplish a minimum of four aerobatic maneuvers the pilot is certified to perform on one sortie. Regain currency by accomplishing unusual attitude recoveries and an aerobatic profile with an aerobatic profile current IP. (T-2).

A4.13. Mountain Wave Profile. Accomplish high altitude flight (above 14,000 feet MSL) in mountain wave conditions. Regain currency by accomplishing a mountain wave profile with a mountain wave-certified rated or civilian employee IP.

A4.14. Cross-Country Profile:

A4.14.1. Accomplish at least one of the following:

A4.14.1.1. Fly the sailplane at least 4 miles off aerotow away from the point of origin.

A4.14.1.2. Gain at least 2,000 feet of altitude after aerotow release.

A4.14.1.3. Remain aloft for at least 1 hour after aerotow release from no more than 3,000 feet AGL.

A4.14.2. Regain currency by accomplishing a dual cross-country profile with a cross-country IP. (T-2).

A4.15. Oxygen Flight. Accomplish a flight requiring oxygen equipment use. Regain currency by accomplishing an IP-supervised oxygen system review and a dual flight requiring oxygen equipment use. (T-2).